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Application No. 10/565,179

Reply to the Claim Objections.

1. Claim 1-4 was confusingly numbered and not explained well enough
I had enclosed a replacement sheet of the currently amended claims.
2. The replacement sheet of currently amended claims solves all the problems.

Reply to the Claim Rejections.

1. I had rewrite the replacement sheets of Summery, Description, and Abstract, to clearly explain the concept, the advantage, and the use of my invention.
2. Claim 4 I have rejected. I'm not claiming doors anymore, just using a common knowledge "open able way", it solves the problem.
3. I had clearly explained and described the concept of my invention in the enclosed new replacement sheets.
4. Elliot (US Patent #2428656)

a. In claims 1 and 4, figure 1 of Elliot'656 discloses "a series of gasbags" not supporting each other but supported by an "improved rigid framework" only "the airship body has a circular cross-section" no multiple tubular inflatable fabric structure that has no internal rigid structure is included, figure 2, 3, and 4, "a rigid frame compartment in the bottom under the frame work" to house the operating mechanism, freight, crew, and passengers.
I claim multiple longitudinal inflatable clusters, arranged in a multiple tubular inflatable structure, to support each other and can be built with a large space in the center without any internal supporting rigid frame or rigid structure.

The objective of my invention is:

- **To eliminate any internal supporting rigid frame or structure.**
- **To eliminate the costs and weight of the rigid frame or structure.**
- **To have the lightest airship with the highest payload by volume.**
- **To increase passenger safety**

b. My cone shape of the front and rear end is a much more narrow straight cone shape, for better aerodynamic for higher speed and it made of fabric, only the front and rear tip of the cone shape is rigid, to enclose the space in the center in an open able way.

c. I'm not claiming the propulsion units anymore, I cancelled that claim.

d. I'm claiming "longitudinal multiple inflatable clusters" made of fabrics that has no internal rigid structure is included in the airship, my objective is to eliminate all the rigid structures claimed by Elliott, to increase safety and payload.

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Reply to the claim rejections

e. I'm claiming "all the section or chambers must have **multiple full size inner tubes**, one inner tube is reserved to contain helium only, an other inner tube is reserved to contain air only' each end all of the sections can be inflated with helium and air in the same time without mixing the helium with air, by changing the helium/air ratio inside any or all of the sections or chambers will change the balance or buoyancy, more rapidly and effectively than circulating hot air around the chambers.

Response to arguments

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a. The enclosed new replacement pages has been written wit a much more detailed and explained way, and the cancelled claims eliminate all the problems.

b. Schafer teaches a rigid structure passenger decks in the lower half of the hull side to side, not in the center, Bothe fig 6b clearly shows the passenger or cargo space in the bottom of the hull side to side.

In my invention the passenger or cargo compartment is located absolutely in the center surrounded and cushioned by the inflated structure to increase safety and make it possible to land on water.

c. No one claim or teaches **helium and air in the same chamber in a same time** without mixing the helium with air, only me.

6. I have canceled the claim of propulsion units, because the objective of my invention is the **Inflated-structure that has no internal rigid structure is included in the airship.**